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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Arctic)

REPORT

SUBJECT Port and Navigational Information in the Pechora Area

DATE INSTR.

17 January 1958

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REFERENCE

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DATE OF INFO.

PLACE & DATE ACQ.

REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

This report contains fragmentary information on the port and timber loading procedures, but is mainly concerned with navigational data, including the location of lights, buoys, and beacons, several of which are said to be newly established.

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Economic/Naval.

Port and Navigational Information PYECHORA Area.

1. Two large bucket dredgers were operating on the bar at the entrance to the PYECHORA River.

2. The PYECHORA River is well provided with lights and buoys, the navigable channel varying between 100 and 400 metres for the 68 miles from the Pilot Buoy to Nar'yan Mar.

3. The Timber quay is situated about 1 mile in front of the main quay installations and is about 200 metres in length. Vessels lie about 5 metres off the quay when loading with wooden catamarans between ship and quay.

The depth of water 5 metres off the quay is 7 metres.

The depth of water 15 metres off the quay is 10 - 11 metres.

(Hand load used).

4. Four gangs of labourers were available, but only two ships were loaded at a time. Official working hours were

0800 - 1200

1330 - 1730

1900 - 2300

0030 - 0430

The loading rate of 24 Poles per hatch per day is usually maintained.

5. Approximately one mile from the timber quay is a coal jetty with 4 new goose neck type cranes.

6. A radio beacon with call sign GK 320 Khz has been established in approximate position 69°31'N 49°00' E.

7. SOPKA KHODOVARIKHA Light (117 feet) was picked up by Radar at 13 miles (height of ship's aerial approximately 40 feet).

8. The light 6.5 miles East of SOPKA KHODOVARIKHA light could only

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be picked up by Radar at 6 miles.

9. The light situated at the Eastern extremity of RUSSKI ZAVOROT was detected by Radar at 6 miles.

10. (a) The can shaped buoy in position 68°59' N 55°42' E is a black and white vertically striped buoy No. 1

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(b) The buoy in position 68°54' 50" N 55°47' 10" E No. 2

(c) Steering south from the buoy in para. 10(b) above, it was not possible to keep on the leading marks at SHYVEDSKI as the channel has been moved further eastward.

11. The following buoys shown on Admiralty Chart 2961 have been removed.

(a) Conical buoy in 68°48' 30" N 55°47' E.

(b) Conical buoy in 68°45' 30" N 55°47' E.

12. The following new buoys have been established:-

(a) In position 68°51' N 55°50' 30" E

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(b) In position 68°46' 30" N 55°50' E a buoy

(c) In position 68°43' N 55°50' E a buoy

(d) In position 68°44' N 55°45' 30" E a red light

Near this buoy

13. In position 68°36' 30" N 55°54' 30" E is a large conspicuous building with radio masts.

14. The buoy in position 68°35' 30" N 55°03' E has been removed.

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15. The pilot vessel lies near

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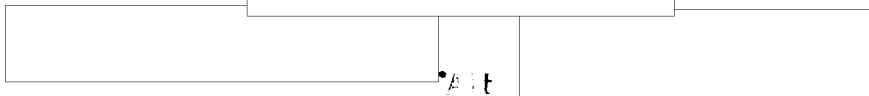
buoy in position 68°29' 40" N 54°32' 35" E

In position 68°30' N 54°32' 35" E

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16. The following beacons on the coast have been established (see sketch)

(a) Position $68^{\circ}34' N$ $55^{\circ}42'30'' E$ Sketch 1

(b) Position $68^{\circ}33' N$ $55^{\circ}24' E$ Sketch 2

(c) Position $68^{\circ}32' N$ $55^{\circ}18' E$ Sketch 3

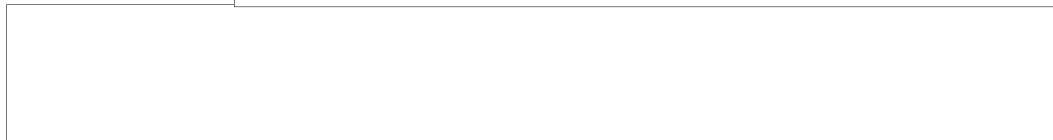
(d) Position $68^{\circ}30'30'' N$ $55^{\circ}14' E$ Sketch 4

17. (a) The bar at the entrance to the river was crossed 4 hours before high water with a draught of 13 feet.

(b) Sailing with a draught of 15 foot vessel was made to wait until high water



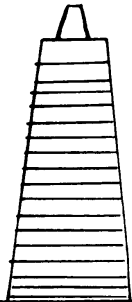
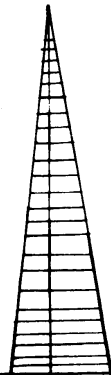
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**SECRET CONTROL
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No. 1. $68^{\circ} 34' N$ $55^{\circ} 42.5' E$		$68^{\circ} 33' N$ $55^{\circ} 24' E$	
			
No. 3. $68^{\circ} 32' N$ $55^{\circ} 18' E$		No. 4. $68^{\circ} 30.5' N$ $55^{\circ} 14' E$	
